




Minnesota Transportation Museum



MINNEGAZETTE

March/April 1982

About the Cover

An eastbound Selby-Lake gate car made a final passenger stop on Selby Avenue at the west portal of the Selby Tunnel preparatory to taking the 7 percent grade down through the 1,500-foot long tunnel to downtown St. Paul in the 1920s. The Cathedral dominates the skyline. Photo from the **Bill Olsen** collection.



You think we've had snow this winter? These photos show a streetcar being dug out of window-high drifts by hand on West Broadway near 38th Av. N. in Robbinsdale, probably in the late 1930s. The upper photo is looking south, the lower looking north. The old Sacred Heart church is at the left in the lower photo. Photos from the Post Newspaper files; courtesy of Bob Bork.

Membership Meeting Mar. 16

The next general membership meeting is at 7:30 p.m. on Tuesday, March 16 in the Weyerhaeuser Room of the Minnesota Historical Society building, 690 Cedar St. in downtown St. Paul, next to the state capitol building. See you there!

President's Message

I wish to extend my personal thanks to our outgoing officers, **Bill Graham**, **Bob Ball**, **Scott Heide-rich**, and **Tom Lamphier**, who have helped MTM grow into a highly-respected, nationally recognized organization over the past three years. Our accomplishments under their leadership have been nothing short of spectacular! Each of these their guidance sought in the future to assure the continued growth and success of MTM.

This coming year 1982 will, I'm sure, be a year of continued opportunity for us. It will also be a year of great challenge, with the development of a suitable steam operating site receiving the highest priority. At their first meeting on Jan. 26, your newly-elected officers selected "at-large" museum directors who, for the first time, will have specific board level planning responsibility. These individuals are **Bill Camp-ion**, Stillwater site; **Gayle Bro-mander**, New Brighton site; and **Tom Mega**, Lilydale site. They will need your help. If you have a favorite of the three sites listed above, please contact any of these gentlemen and offer your assistance.

I am looking forward to 1982 with a great deal of enthusiasm and with your help it will be a great year for all of us.

Frank Sandberg Jr.
President



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Fred Rhodes, Minnegazette
Post Office Box 1300
Hopkins, MN 55343

1982 Meeting Dates Announced

The 1982 MTM general membership meeting dates have been set. Generally, the museum will meet on the third Tuesday of every other month except for July when we'll be working on the railroad—and streetcar line. All meetings will start promptly at 7:30 p.m.

Your editor will again make a determined effort to get the **Minnegazettes** to members *before* the meetings. With your help in observing press deadlines, we can do it. Now that we've got the bugs out of the new-style **Minnegazette** magazine production problems, we can see that we still need six to seven weeks leadtime between the news deadline and the membership meeting date. Half of that time is often spent in the mailing process. We hope that will improve this year. Consequently I am also printing the news deadlines for submission of articles and photographs for the **Minnegazette**.

Bear in mind that the **Minnegazette** is not a daily newspaper. If timely articles are to be included in the **Minnegazette**, please allow plenty of leadtime. These deadlines will have to be strictly adhered to.

The museum has lined up meeting sites for the entire year all at once so that members will know well in advance where meetings will be held as well as when. Subsequent issues of the **Minnegazette** will carry all future membership meeting dates and places in the Calendar of Events column as always.

The following is a list of important dates for 1982.

Minnegazette News Deadline	For Issue Of	Board of Directors Meetings	Membership Meeting Date	Membership Meeting Location
February 1	March/April	March 2	March 16	MHS, St. Paul
April 1	May/June	April 20	May 18	BN, St. Paul
June 1	July/August	Jun 1, Jul 13	No meeting	
August 1	September/October	August 31	September 21	MHS, St. Paul
October 1	November/December	October 19	November 16	NWNL, Mpls.
December 1	January/February	December 7	Jan. 18, 1983	To be ann'd

Key to membership meeting locations--

- MHS - Minnesota Historical Society, Weyerhauser Room, 690 Cedar St., St. Paul, next to the state capitol.
- BN - Burlington Northern auditorium, 176 E. 5th St., downtown St. Paul.
- NWNL - Northwestern National Life Insurance Co., Nicollet Mall and Washington, downtown Minneapolis.

Put these dates down on your calendars for future reference in the event you don't get your **Minnegazette**. Thanks for all the great stories and pictures you members have contributed to the **Minnegazette**. That is what makes it a great magazine. Keep it up!

Fred Rhodes
Editor



Rails on Phone Books Again!

Now that streetcar 1300 has been retired from the covers of the 1981 Minneapolis white pages phone books, the 1982 Minneapolis yellow pages phone books are being delivered. Their cover features Burlington Northern engines 6738, 7914, 7909 and 7915 hauling a freight across the historic James J. Hill-built Stone Arch bridge over the Missis-

sippi River in downtown Minneapolis. BN no longer uses the bridge and has donated it to the city. Some project designers' plans call for a tourist streetcar line to operate on the bridge in the near future to transport visitors from St. Anthony Main to downtown. We've got some unrestored streetcars and we're waiting for a phone call.

No More Minnegazettes!

It is our sad duty to inform members who have not paid their 1982 dues that this is the *last Minnegazette* that they will receive. We hope that you are not among them. We feel that this newsy picture-filled magazine alone is worth the dues amount.

Where else can you keep up to date with the railroad and streetcar goings-on and see all of these historical photos from the Twin Cities' golden rail past? Don't miss a single issue. Send your dues payment in today.

Although most members have renewed their memberships for 1982, a final renewal form (printed on cancellation *pink*) has been enclosed with every **Minnegazette** for those members who have not renewed.

On March 15, the Membership Secretary cleans out his file of unpaid memberships so don't risk having the delivery of your **Minnegazettes** interrupted. Renew today. This will be our biggest summer yet and we need all of you to make it a big success. Choose from one of the following categories.

\$20 Family
\$15 Active
\$10 Associate

Send dues payment to **Raymond R. Bensen Sr.**, Membership Secretary, 4832 York Av. S., Minneapolis, MN 55410. Phone (612) 922-4706.

The 1982 MTM Membership Directory will be mailed out with the next issue of the **Minnegazette** (May/June). Make sure that your name will still be in it!

Raymond R. Bensen Sr.
Membership Secretary



1982 MTM Officers Elected

The following MTM members were elected to one-year terms as officers of Minnesota Transportation Museum, Inc. for 1982 at the annual meeting on January 12.

President: **Frank Sandberg**
 Executive Vice President: **Bob McNattin**
 Vice President, Traction: **Mike Buck**
 Vice President, Railroad: **Bob Clark**
 Vice President, Restoration: **Frank Bifulk**
 Vice President, Public Relations: **Dennis Johnson**
 Secretary: **Ray (Casey) Bensen Jr.**
 Treasurer: **Grant Arneson**

In accordance with the By-Laws, up to six additional directors can be appointed to serve on the board. MTM has appointed **Bob Ball, Gayle Bromander, Bill Campion, Tom Mega, Byron Olsen, and Art Pew.** Additionally, MTM appointed two Ex-Officio Directors to the board, **Bill Graham and Judy Sandberg.** Though on the board, they do not have voting rights at the board meetings.

Lastly, the members in attendance elected the 1983 Nominating Committee: **Bob Ball, Bill Graham and Judy Sandberg.** It will be their duty to recommend candidates for election to the board at the next annual meeting on January 18, 1983. If any member in good standing is interested in becoming a board member in any of the positions in 1983, please contact one of the Nominating Committee members.

Riders of the Lost 328

We've received some feedback on the double-page spread of N.P. steam engine 328s last run in 1949 shown in the last issue of the **Minnegazette.** First, the picture was taken at the Mississippi Street Shops in St. Paul, not in Stillwater. MTMer **Ray Bensen Sr.** was there atop the engine. Unfortunately, the photographer lopped Ray off at the waist. Also, **Irv Wolslagert** and **Ken Lovegren** (father of member **Gary Lovegren**) are standing atop the tender.



Our thanks to resigning board members **Scott Heiderich** and **Tom Lamphier** for a job well done in 1981. The organization chart illustrates the 1982 MTM Board of Directors and their responsibilities.

MINNESOTA TRANSPORTATION MUSEUM, INC.
 January 1982



President* Frank Sandberg	
Executive Vice President* Bob McNattin	
Membership Secretary Ray Bensen Sr.	
Legal Counsel Byron Olsen	Secretary* Ray Bensen Jr.
Insurance Advisor Bob Ball	Treasurer* Grant Arneson

<u>Special Committees</u>
● Acquisitions/Dispositions Bob McNattin
● CHSL Improvement
● Budget Bob McNattin
● Site Development Gayle Bromander, New Brighton Bill Campion, Stillwater Tom Mega, Lilydale

V.P. Traction (CHSL)*
Mike Buck

Scheduling
● Revenue Operations Carol & Charles McCarthy
● Charter Operations Judy Sandberg
Roadmaster Walter Strobel
Car Maintenance and Construction Loren Martin
Inventory Control Dale Hromadko
Safety and Training Mike Buck

V.P. Railroad*
Bob Clark

Trainmaster/ Road Foreman Frank Bifulk
Superintendent, Motive Power and Rolling Stock Dave Rushenberg ● Master Mechanic Ron Beck
Superintendent, Safety and Training George Marks ● Instructors Ray Bensen Jr. Frank Bifulk
Scheduling ● Non-Operating Personnel Bob McNattin
Superintendent, Minnehaha Depot

V.P. Restoration*
Frank Bifulk

Chief Mechanical Officer Bob Renz
Shop Supply Supervisor Phil Hanson
Superintendent, Locomotive Restoration Dave Rushenberg ● Foreman, Locomotive Project Ron Beck
Superintendent, Restoration Shops Jim Ellman ● Foreman, Woodshop Tom Dimond ● Foreman, Metalshop Orville Richter
Superintendent, Car Restoration John Larson ● Truck Foreman, subframe Mitch Cline

V.P. Public Relations*
Dennis Johnson

Editor, Minnegazette Fred Rhodes
Director, Exhibits John Larson
Director, Book Sales Judy Sandberg
Director, Publications
Director, Community Outreach

Directors at Large ***
(up to 6)

Bob Ball
Gayle Bromander
Bill Campion
Tom Mega
Byron Olsen
Art Pew

Ex-Officio Directors†
Bill Graham
Judy Sandberg

* = Board Position
 † = Board Position
 but no voting rights

A Call to Maintenance at Lake Harriet in 1982

Spring and summer 1982 signals new projects for the people who to participate in MTM's Traction Division activities at Lake Harriet. A new car, a new grounds crew, a new training program for streetcar operation, and most important, new people desire to compliment those individuals who participate in restoration, maintenance, and vehicle operations.

While vehicle operation often attracts more attention to the program of a division, one must realize that an element crucial to success is maintenance; all aspects of maintenance. Without maintenance, we quickly cease to operate. Without maintenance, car movements grind to a halt. Without maintenance, we have no right-of-way to operate on. Without maintenance, grounds deteriorate. Truly, without maintenance, the Como-Harriet scene operates at a level less than it should, or conceivably, it does not operate at all!

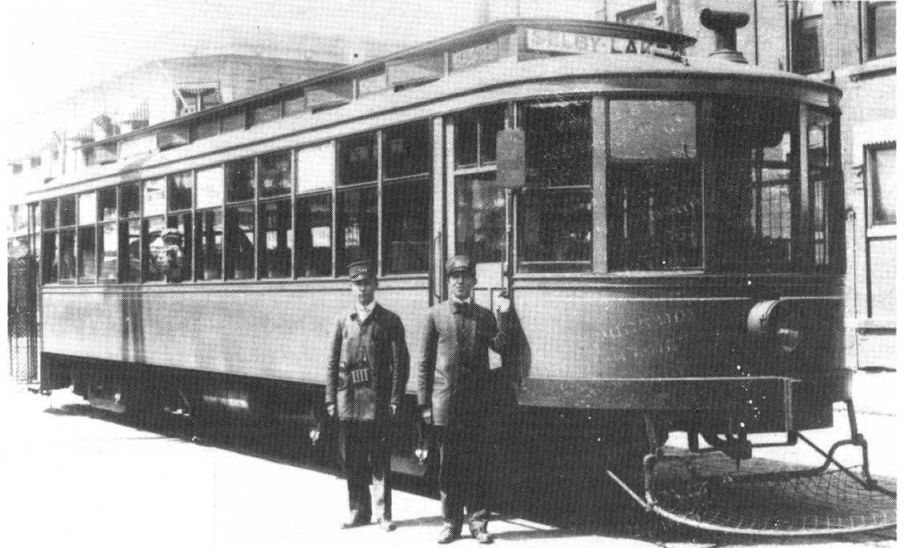
To our active members, it is to you that we achieve. To our new members who seek active involvement within the Traction Division, it is to you whom we look to for growth. The annual division survey has been mailed out to members. If you did not receive one, drop a card or give a call to the V.P., Traction Division. When you receive the survey, do not "pigeon hole" it. Fill out the questionnaire and return it in the enclosed stamped envelope. Our scheduling people need your commitment to plan the summer's projects.

If you are able, let this be the year that you decide to be more than a mere financial contributor. Make the voluntary commitment to participate in restoration and maintenance at Lake Harriet; car/line maintenance, track and right-of-way, grounds (grass and garden area) crew, yard area building work, and more. All we need is you to make the Como-Harriet Streetcar Line a continued success.

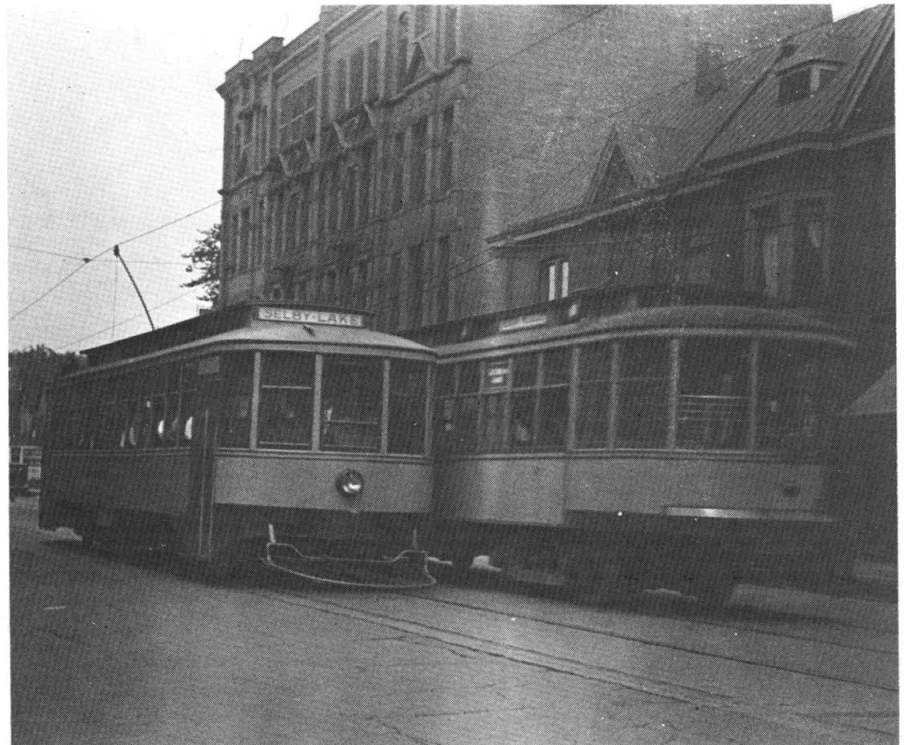
To those crew members returning to participate, welcome and thank you. To those new people who seek to participate in maintenance/operations sectors, welcome and thank you. A special call is made to people who would foreman Saturday work crews, the grounds crew, and to individuals who would people the instructional staff for the revised car

operations training program. Volunteer means commitment. Please make your commitment to volunteer a "Saturday-a-month" in maintenance service to the Traction Division's program at Lake Harriet.

Mike Buck
Vice President, Traction



Selby-Lake two-man gate car No. 1447 on Lake Street in Minneapolis, backed up to Hennepin, ready for the run to St. Paul sometime before 1920. Car 1447 never was converted to one-man operation and was scrapped in 1947 upon arrival of the first PCC two-man cars. Postcard from the Bob Bowes collection.



Selby-Lake gate cars passing on Selby Avenue in St. Paul in about 1931. Photo by Robert Mehlenbeck.

Roundhouse Game - Single-Track Railroading, Part 2

In the last issue of the **Minne-gazette**, we presented you a real life single-track railroad operating situation and four specific problems. The solutions to these problems are presented in this issue of the **Minne-gazette**. These solutions were prepared by my friend, LeRoy Peterson, a C&NW Train Dispatcher.

Now that we have solved our problems, now that the Harvard-to-Beloit single track is free of all trains, what happens next? New problems and responsibilities are replacing the ones just solved. The train dispatchers are preparing their morning reports to the superintendents, and their 7:00 a.m. "line-ups" for section foremen, signal maintainers, linemen, and whomever else may operate a motor car during the day. Commuter trains are heading out of four yards along the line. The crews of the "switch runs" (Northwesternese for way freights) will be showing up at these and other yards wondering how much work is lined

up on today's "switch list." But what happens to the road trains that were giving the train dispatcher some anxious moments a few hours earlier?

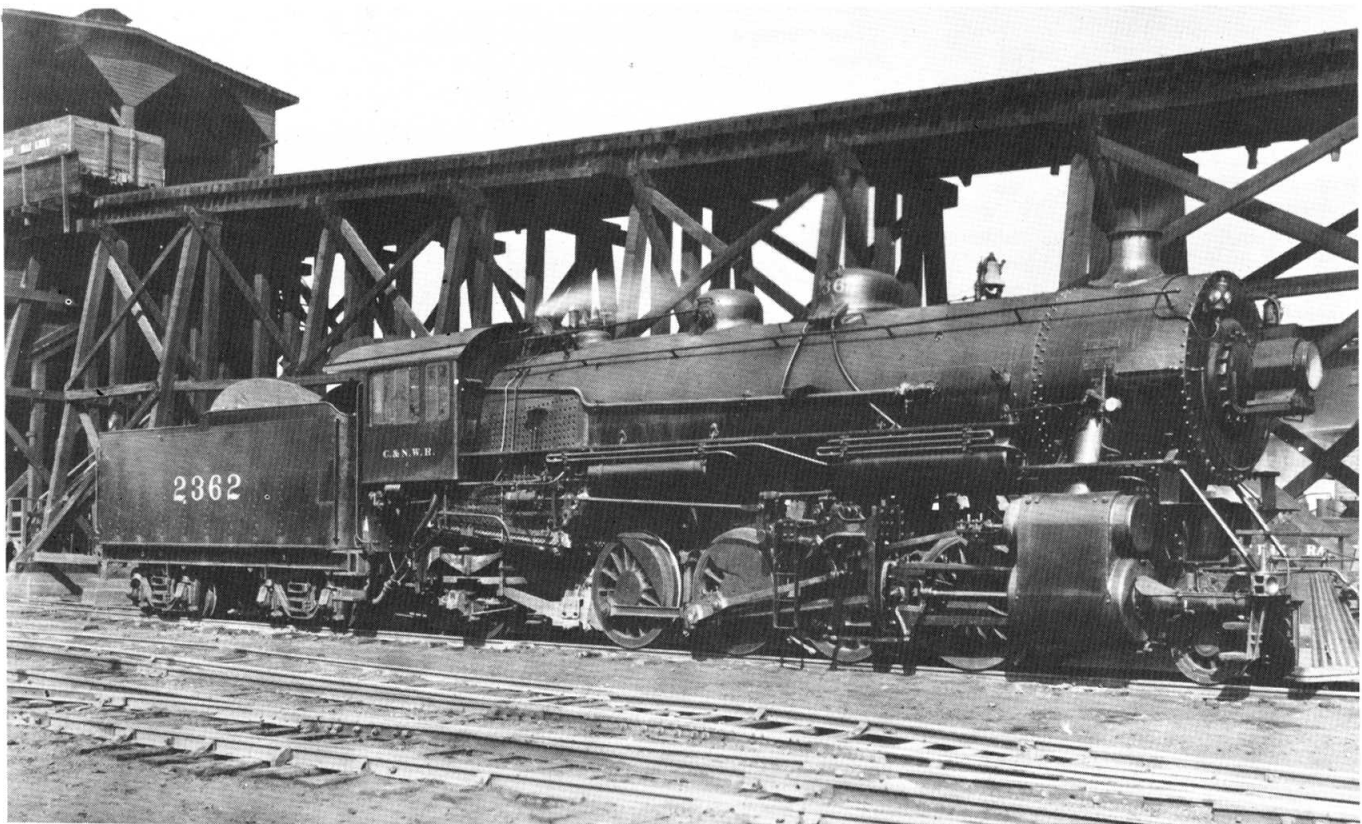
No. 507 unloads mail and express at Beloit and Janesville, setting out a carload at Janesville. The crew leaves their lunch order with the operator at Janesville who telegraphs it to the operator at Evansville who orders it from the nearby beanery. The crew then eats at Evansville and unloads more mail and express at Evansville, Brooklyn, and Oregon, taking the remaining M&E and train to Madison where they tie up. At Madison, the 4:00 a.m. switch job, engine 2141 meets them to line up the deadhead cars for their revenue service return trains to Chicago.

No. 594 picks up a few priority cars at Harvard and Crystal Lake, sets out at the EJ&E transfer at Barrington, and proceeds on to Proviso

where the livestock is switched out by a waiting switcher and taken to unloading pens for feed, water, and exercise later to be delivered to Union stockyards. If 594 had encountered trouble enroute, he might have had to set out the livestock at Harvard or Crystal Lake for feed and water.

No. 591 sets out and picks up at Beloit and Evansville, then proceeds to Monona Yard and ties up. Switch engine No. 2141, having finished switching No. 507, returns to Monona Yard and ties into 591.

Engine No. 2362 has a lot of work yet to do. They might have had to double the hill into Harvard (overloaded by 20 tons). They had to set out their train on track 2 and 3 in the Harvard yard, cut the main street crossing, then take on coal, water, beans, and orders. Being a Madison Division crew, they then start home "light" (caboose hop) to Monona Yard via Beloit.



Engine 2362, Class J, 185 PSI, 61-in. drivers, 60,100 lbs tractive effort, hand-fired. Note staybolts exposed by holes in the jacketing to facilitate frequent inspection. Later, 2362 received a smaller standard-sized tender, had

its arc headlight replaced with an incandescent headlight, and the European forward-protruding piston rod replaced by the standard American style. Photo courtesy of C&NW. Submitted by Bill Marshall.

Engine 2519 sets out the gons at the Beloit gravel pit, then the remaining Beloit and vicinity cars at Beloit. Being a Wisconsin Division crew based at Proviso, they head for South Janesville light where they tie up.

South Janesville (where I was a telegrapher in 1942-43) now has two Wisconsin Division crews. Last night the 2502 arrived from Proviso via Wisconsin Division and his "rest is up" at 6:00 a.m. If there are enough cars for both crews, they will both return to Proviso, leaving South Janesville at times the dispatcher calculates will give the least disruption to through passenger and commuter trains. They will "fill" at Harvard (tonnage rating eastbound out of Harvard is 500 tons more than into Harvard), set out and pick up at Harvard, Crystal Lake, Barrington, and the EJ&E transfer. If 594 has set out the livestock at Harvard or Crys-

tal Lake, extra 2502 east will probably pick them up, and hopefully the livestock will be delivered at Union Stockyards before the close of the business day. Extra 2519 east will probably also stop at "the pit" near Arlington Heights to pick up more sand and gravel for the airport builders.

If there are not enough cars for extra 2519 east, the crew will: a) return light to Proviso as soon as rested, b) go light to Harvard and pick up the "Sandman's" train plus Proviso/EJ&E cars, c) wait for an eastbound train into South Janesville with cars for Proviso and EJ&E, d) wait 12 hours then return light to Proviso, or e) who knows.

This scene is repeated day after day and year after year, always the same and yet, as problem 2, dieselization, radio, and subsequent abandonments reveal, never the same!

In the last issue of the **Minne-gazette**, we asked you to solve the following situations.

1. (Utopia) Fill out the "You" columns of the timetable to show the estimated arrival, departure, and passing times at each station if everything goes to plan.

2. (Reality) Fill out a copy of a blank sheet to show what happens if:

a) the crew of extra 2519 west takes beans at Harvard

b) extra 2362 east bursts an air hose in the middle of the train at 2:35 a.m.

c) 594 sets out a hot box at the east end of Poplar Grove siding

And now, the answers to last issue's problems. Each problem (1, 2a, 2b, or 2c) has a corresponding column of answers shown in the table.

extra 2362 east				594			Miles	Station	507			591			extra 2519 west		
1	2a	2b	2c	A	1 2a 2b	2c			A	1 2a 2b 2c		A	1 2c	2a 2b	1 2b	2a	2c
a.m. 4:48*	a.m. 5:15	a.m. 5:50*		p.m. 10:28	a.m. 2:58	a.m. 3:32	0	Harvard YL 2.6	a.m. S1:40	a.m. 2:01		p.m. 11:45	a.m. 3:35	a.m. 2:59	a.m. 3:09	a.m. 3:20	a.m. 3:45
3:58	4:59	5:10		10:23	2:50	3:24	2.6	Chemung 4.1	1:44	2:05		11:48	3:46	3:10	3:20	3:31	3:56
3:50	4:50* 4:00	5:01		10:15	2:40	3:14	6.7	Capron 5.1	S1:53	2:11 2:13		11:56	3:55	3:19	3:29	3:40	4:05
3:40 2:47	3:50 2:47	4:51	a.m. 2:47*	10:06	2:24 1:59	2:58 1:59	11.8	Poplar Grove 3.7	S2:02	2:21 2:23		12:02	4:03	3:27	3:37	3:48	4:13
2:32 1:36	2:32 1:36	4:40 1:36	2:32 1:36	9:58	1:40	1:40	15.5	Caledonia 7.4	f 2:09	2:31		12:10	4:11	3:35	3:47	3:58	4:21
1:21	1:21	1:21	1:21	9:05	1:25	1:25	22.9	Roscoe 4.4	2:18	2:41		12:22	4:21	3:45	3:56	4:07	4:32
1:01 12:35	1:01 12:38	1:01 12:38	1:01 12:38	8:50	1:10	1:10	27.3	Siding DO YL 1.0	2:23	2:46		12:30	4:28	3:52	4:03	4:14	4:39
12:25 a.m.	12:28 a.m.	12:28 a.m.	12:28 a.m.	8:35 p.m.	12:55 a.m.	12:55 a.m.	28.3	Beloit YL	2:25 3:05 a.m.	2:50 3:30 a.m.		12:40 a.m.	4:36 a.m.	4:00 a.m.	4:12 a.m.	4:23 a.m.	4:47 a.m.

Legend:

A = Actual Schedule S = Scheduled Stop f = Flag Stop YL = Yard Limits

***The Solutions:**

1. No. 2362 is overloaded only 20 tons. However, Engineer Sleepwalker manages to stall and doubles the hill into Harvard.

2a. Extra 2362 east expects to run dangerously low on water, therefore cuts off engine and 2 cars (overloaded) at Capron and runs to Harvard for water and returns to Capron for train.

2b. No. 2362 expects to run dangerously low on water. Therefore sends flagman on No. 507 to Beloit to protect engine 2362 running for water to Beloit. Returns to train after extra 2591 west arrives at Siding DO.

2c. The superiority and schedule of No. 591 and train order No. 30 prevent extra 2362 east from continuing

his run. Engineer Sleepwalker could not foresee at 2:50 a.m. that he would be delayed at Poplar Grove until he runs out of water. He then had to knock the fire an send for an engine to tow his train to Harvard. Engineer Bertrand would have sent a flagman on No. 594 and followed 594 to Harvard to run for water.

Bill Marshall

Selby-Lake

A bustling—and fun—intercity streetcar line

Can anyone think of a streetcar line more fabled than the old great **Selby-Lake** streetcar line in the Twin Cities? The Selby-Lake crossed more streetcar lines in Minneapolis and St. Paul than any other and was probably the most important of the many lines which ran through the Twin Cities.

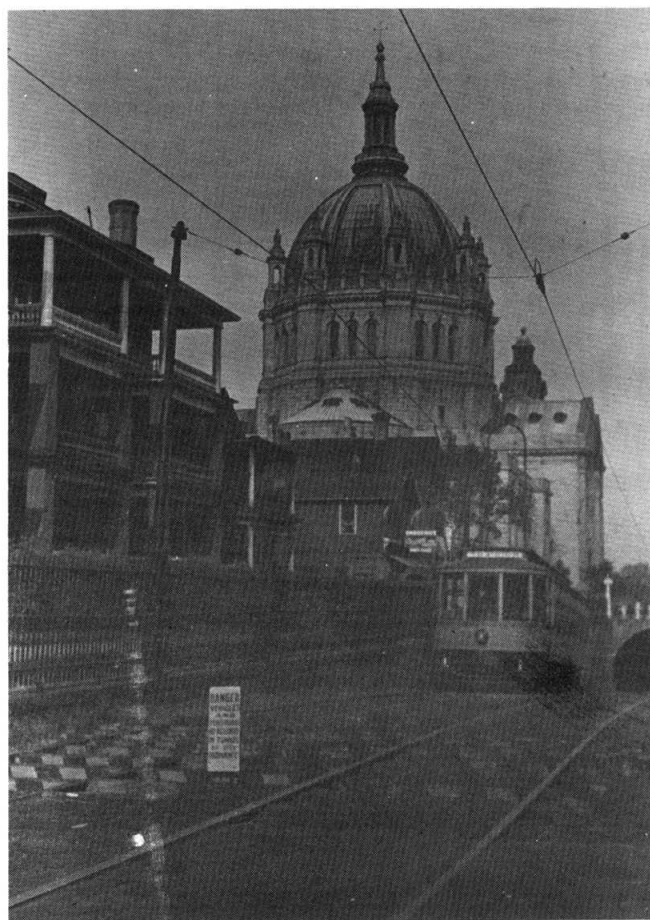
Necessary in Minneapolis because it was the only crosstown streetcar line with which one could get from one north-south line to another. Necessary in St. Paul because it was the only line that carried riders from heavily-populated south Minneapolis to downtown St. Paul.

Its importance was reflected by its frequent service and two-man cars, practically up to abandonment in July of 1953.

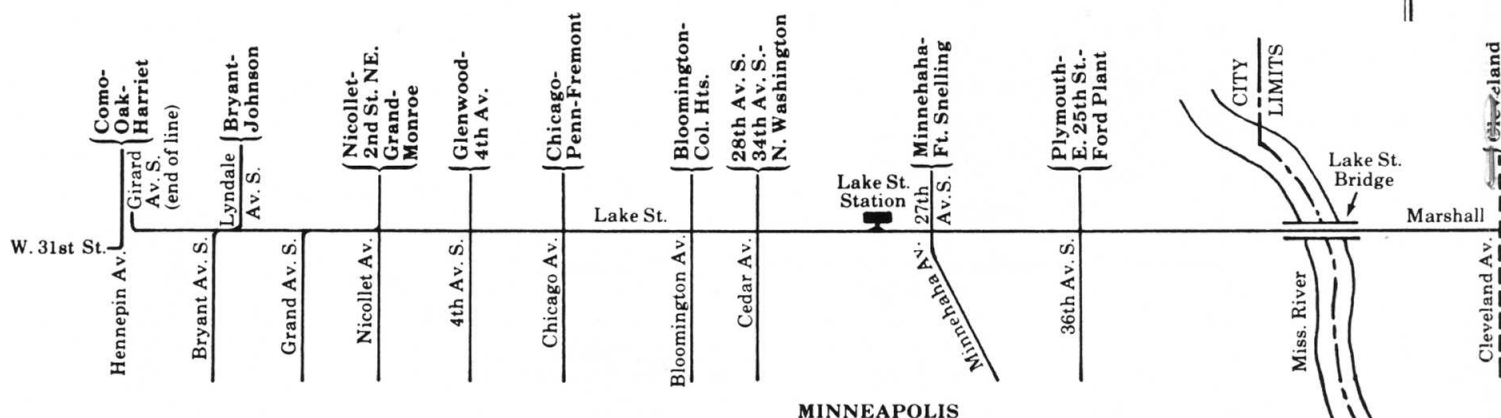
The Lake Street line had reached 31st Av. S. from Hennepin Av. in Minneapolis in May of 1905. It was extended to the Mississippi River at 48th Av. S. in the spring of the following year. The Selby-Lake interurban line came into being upon completion of the Lake Street bridge across the river between Minneapolis and St. Paul in 1906. The first run over the bridge took place on May 21, 1906.

The most famous landmark of all, the Selby hill streetcar tunnel near downtown St. Paul, was opened on August 11, 1907 providing easier transit through the area. **MTMer Dudley Swedberg**, a teen-age conductor on the Selby-Lake during World War II, recalled that on the very hot summer days, the motorman would take their cars through the Selby Tunnel very slowly because it was so nice and coooool.

What few people realize is that the Selby-Lake line ran from downtown St. Paul to *downtown* Minneapolis for about a year and a half. Downtown-to-downtown service began in June of 1906 with Selby-Lake cars running up Hennepin to the Great Northern Depot at 1st and Hennepin. Apparently the line was a little bit too slow and cumbersome because the Minneapolis end was cut back to Lake and Hennepin permanently in November 1907.



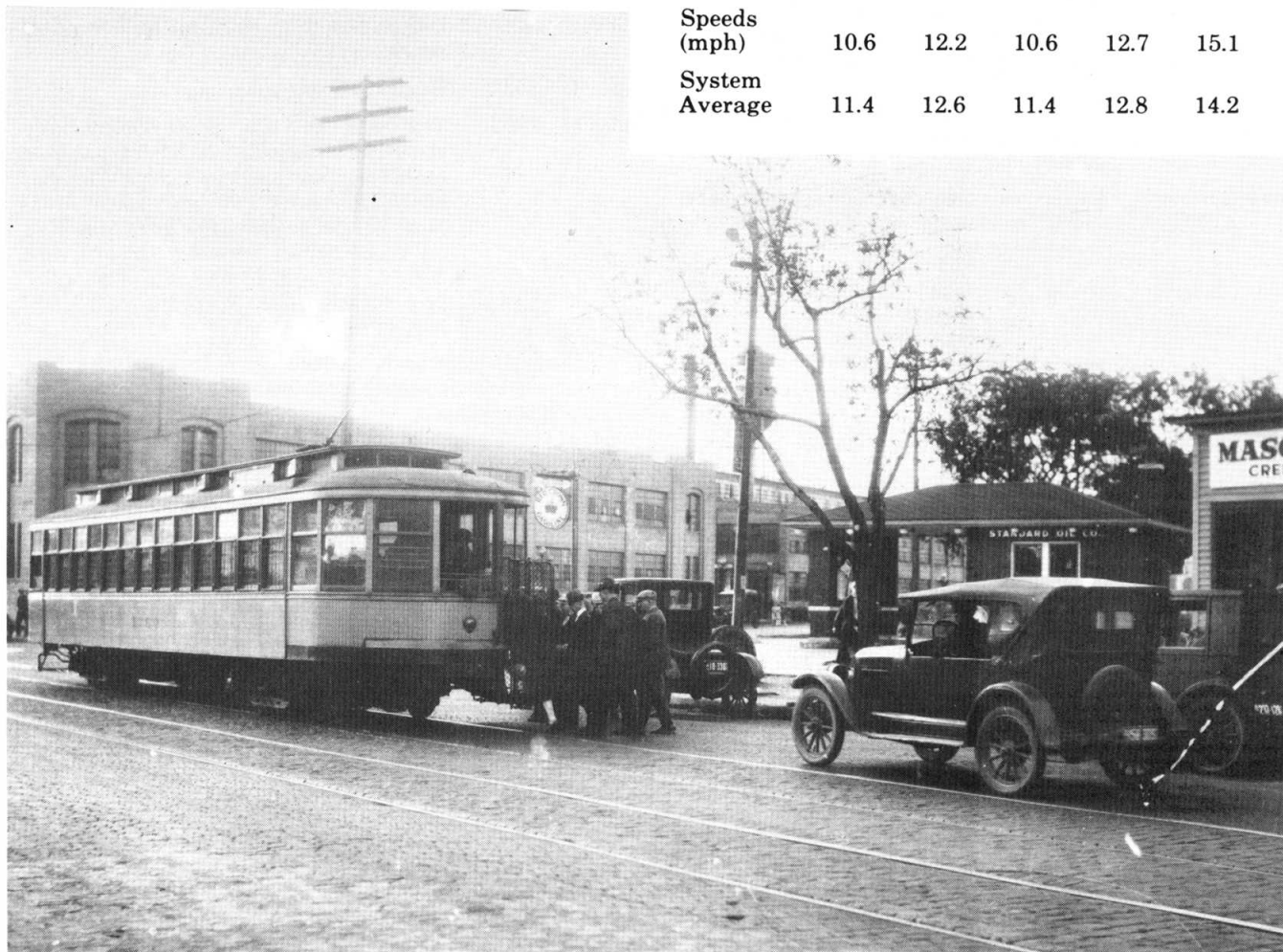
Westbound Selby-Lake car, bearing the sign "To Prior," emerging from the Selby Tunnel. Note the obstructions to deter motorists from trying to drive into the tunnel. Sign reads "Danger - Vehicles and pedestrians not allowed in tunnel by city ordinance." Photo courtesy of Minnesota Historical Society.



The line remained pretty much unchanged over the next 46 years as it faithfully transported riders from one place to another or from one streetcar line to another. However, one occurrence disabled the line completely. A fire on Lake Street in the 1940s caused blockage of the tracks and it was reported in the paper the next day that all 40 streetcars on the line were backed up in a row. What a sight that must have been!

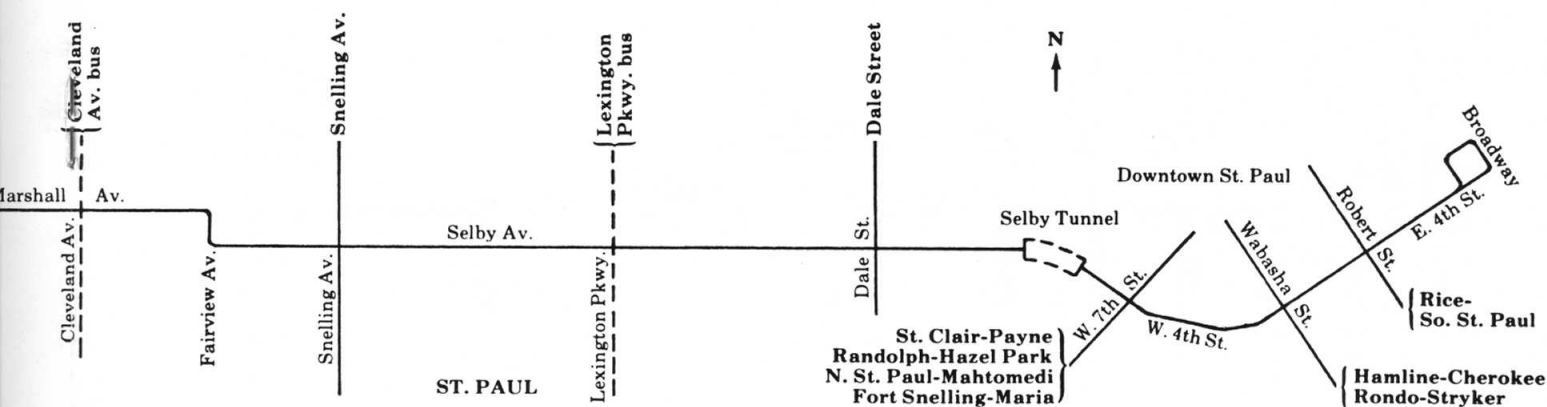
Operating Highlights (Oct. 21, 1947)

Station	Number of Streetcars				
	AM	Day	PM	Nite	Owl
Lake St.	39	24	42	15	3
Snelling	17	1	20	5	0
Total	56	25	62	20	3
Speeds (mph)	10.6	12.2	10.6	12.7	15.1
System Average	11.4	12.6	11.4	12.8	14.2



Westbound Selby-Lake gate car No. 1760 on Lake Street in Minneapolis near the Minneapolis-Moline plant at Hiawatha Avenue in the 1920s. Car 1760 was rebuilt for one-

man operation in 1932 and remained in service until the end of streetcar operations in 1954. Photo courtesy of the Minnesota Historical Society.



Selby-Lake Streetcar Line Highlights

- | | | | |
|---------------|--|---------------|--|
| 1891 | Double-track on Selby in St. Paul from Chatsworth west to Fairview, north to Marshall, west to Prior. | Nov. 8, 1907 | Minneapolis terminus cut back to Lake and Hennepin. |
| May 27, 1905 | Tracks extended on Lake Street to 31st Av. S. in Minneapolis and on Marshall from Prior to the Mississippi River in St. Paul. | Nov. 10, 1934 | Began one-man owl service. |
| | | Apr. 19, 1946 | Began wye turnaround at Girard in Minneapolis instead of backing up the half block to Hennepin. |
| May 21, 1906 | Tracks extended on Lake Street in Minneapolis to the Mississippi River and over the newly-constructed Lake Street bridge creating the Selby-Lake interurban streetcar line. Length of line: 10.81 miles. | June 3, 1950 | Began one-man evening and Sunday service. |
| | | Apr. 4, 1952 | Began all one-man service. |
| June 29, 1906 | Line extended to Great Northern Depot in downtown Minneapolis via Hennepin Av. | July 11, 1953 | The end of the great Selby-Lake streetcar line. To satisfy franchise requirements, one car ran the length of the line every Thursday night until Nov. 28. Other streetcar lines operated on Lake Street between Bryant and 36th Av. S. and in and out of Nicollet and Lake Street Stations also until Nov. 28. |
| Aug. 11, 1907 | Selby Tunnel opened near downtown St. Paul. The tunnel was 1,500 feet long with a 7 percent grade. First cars to go through the tunnel were Nos. 1258 and 1259. Speed limit: 8 miles per hour. | | |

Statistical information came from Interurbans Special No. 14 and **Russell L. Olson's** *The Electric Railways of Minnesota*.



Donations

A special thank you to **Estelle Pelak** of Chico, Cal. for a cash donation to the MTM Restoration Fund. This is her second donation to the museum, the latter being made in the memory of her father, **Christian Nelson**, who died September 8 at the age of 100.

Good only on the first car on connecting or intersecting line, leaving transfer point punched on date of issue. Line number and company name the person to whom it is issued and transfer to the other line must be punched. If no transfer for points punched transfer is good at first point of intersection only in case of branching line only in same direction. If used subject to above conditions. This transfer is not good in the case of a connecting line when the transfer is not a continuing line which is noted on mentioned in punching space in the margin below.

See Other Side

ROBERT LOWRY, Vice-President

Selby Av.-Lake St. Line

7 088494

A.M.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
	1	2	3	4	5	6	7	8	9	10	11	12
	17	18	19	20	21	22	23	24	25	26	27	28
P.M.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
	1	2	3	4	5	6	7	8	9	10	11	12
	17	18	19	20	21	22	23	24	25	26	27	28

Hennepin Av.
27th Av.
Prior Av.
Snelling Av.
Lines not intersecting Snelling Av.
Emergency
West End

SEE OTHER SIDE

Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	1	2	3	4	5	6
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31											

66 065510

SELBY LAKE

1	2	3	4	5	6	7	8	9	10	11	12
15	15	15	15	15	15	15	15	15	15	15	15
30	30	30	30	30	30	30	30	30	30	30	30
45	45	45	45	45	45	45	45	45	45	45	45

Continuation Station AM
Emergency E.
Final Transfer

Selby-Lake streetcar transfers—40 years apart. The upper transfer was issued on an eastbound car on July 24, 1913. The lower transfer was punched aboard a westbound car on March 26, 1953, about three months before abandonment. Transfers from the collections of Gary Lovegren (1913) and Fred Rhodes (1953).



Correction

When we gave you the phone number for **Cori Strobel's** delicious Copper Penny Salad recipe in the last issue, we printed **Ray Bensen's** phone number by mistake. Cori's number is 929-2312.

Riding the Intercity Rails

Riding streetcar 1300 and behind steam engine 328 last summer brought back memories of the late 1940s and early 1950s when our family traveled around the Twin Cities by streetcar and train. Those memories are especially vivid when seen through the eyes of a child (plus its an excuse to run another picture of a gate car).

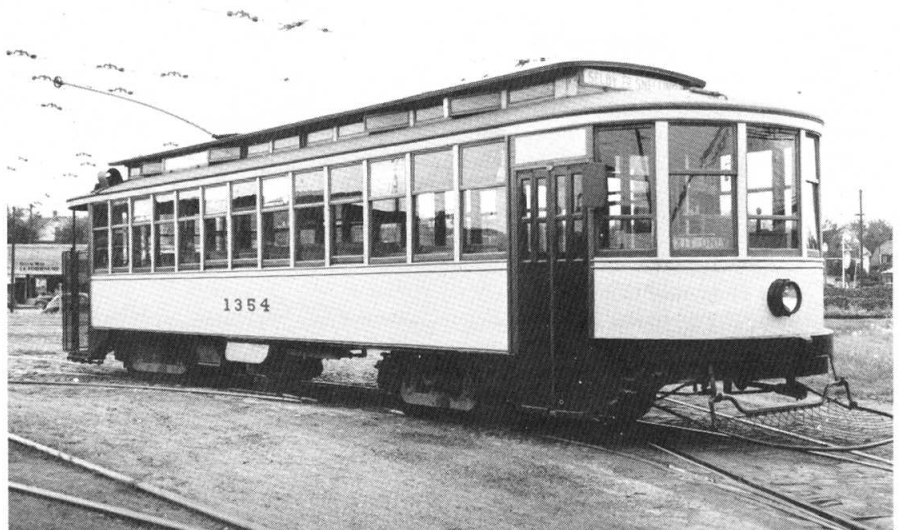
Our family moved to Minneapolis from Detroit in the waning days of World War II in 1945. We bought a house on a streetcar line at 44th and Bloomington Avenue in south Minneapolis. As I recall, this was the only house we looked at that had trackage in front of it. My dad is a big railfan so I'm sure that helped influence which house to buy.

As a seven-year-old, I can remember the first sight of those huge yellow streetcars rumbling past the house. I ran to the front window everytime I heard one coming. I don't remember being a streetcar nut in Detroit (but then we didn't live right on a line either), but I sure became one instantly here.

At first we were without a car, so the whole family went everywhere—to work, school, visit relatives, even to church—by streetcar.

The most fun trips, though, were just the plain joy rides we would go on frequently. The most memorable ones included a railroad trip as well. Mom, dad, my sister and I would board one of the old standard **Bloomington-Col. Hts.** cars and

ride it up to Lake Street where we'd transfer to a westbound **Selby-Lake** front-exit gate car. (We *never* considered using the 38th Street crosstown *bus* line.) The **Selby-Lake** line was always the most fascinating line to me.



"Selby to Snelling" gate car No. 1354 at Snelling Shops after a run on the Selby-Lake line in July, 1941. This type of car operated on the Selby-Lake line until 1952. Car 1354 was converted to a storage shed in 1949 and sold in 1954. Photo by Frank E. Butts.



Southbound Bloomington-Columbia Heights cars 1246, left, and PCC 341 dropped off passengers in front of your editor's house at 44th and Bloomington in February 1953, just days before abandonment of the line. At the time,



service was split about 50-50 between standard cars and PCC's. The following week, service was provided by some second-hand rough-riding postwar Macks from Texas. Photos by Fred Rhodes.

The Great Selby-Lake

Compared to the relatively quiet **Bloomington-Col. Hts.** line with its standard front entrance one-man cars (and some PCC's) and 20-minute service, the bustling **Selby-Lake** cars were almost always crowded despite 5-minute service. The endless string of two-man gate cars in both directions on Lake Street burned into my memory early. Boarding through the rear gates and alighting through the narrow front doors was opposite the procedure on the **Bloomington-Col. Hts.** cars as well.

Passengers also passed through the rear bulkhead doors which kept inclement weather confined to the open rear platform. These sliding glass doors were removed from Twin Cities car during remodeling to one-man cars but retained on remodeled Duluth cars such as MTM's No. 265. The inside of the gate car had a dark, eerie appearance what with its side-mounted clear-bulb lights mounted on every other window post rather than on the ceiling. This feature was also changed with the remodeling.

Once aboard, we sometimes had to split up or stand until the **Selby-Lake** car reached the next streetcar line crossing, the **Chicago-Penn/Chicago-Fremont** line, eight short blocks west, where another transfusion of passengers would take place. This scene would be repeated as we crossed the **Glenwood-4th Ave., Nicollet-2nd St. NE., Grand-Monroe, and Bryant-Johnson** streetcar lines, clattering across a multitude of crossovers and switches enroute until we reached the end of the **Selby-Lake** line at Girard. A noisy ride, but music to my ears. Hundreds of people must have gotten on and off that car in that 2-1/2 mile stretch—an amazing line indeed!

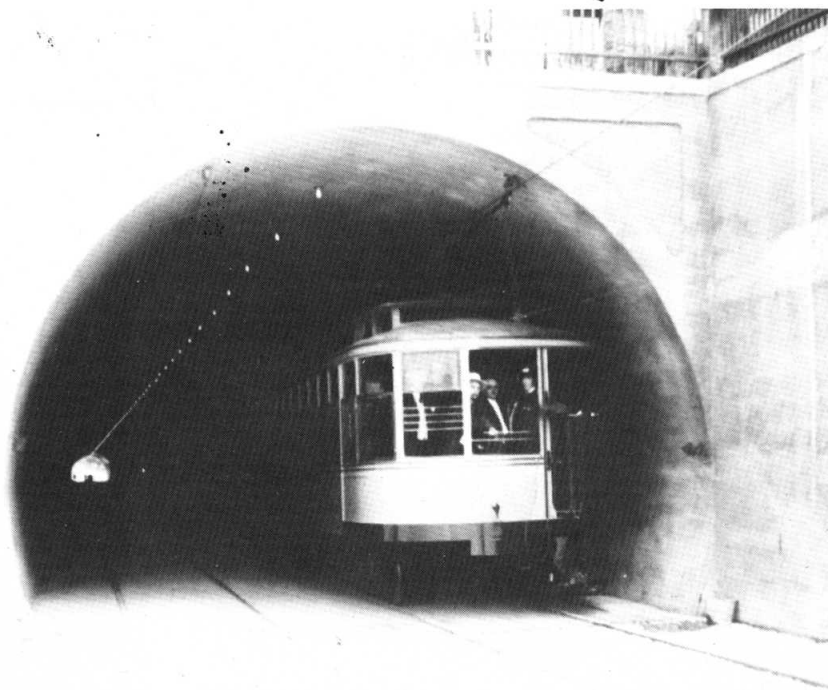
We'd walk that short half block to Hennepin where we'd transfer to an inbound **Como-Harriet, Como-Hopkins, or Oak-Harriet** car, usually another gate car, for the trip downtown. Our ride ended at Great Northern Station at 1st and Hennepin.

A Switch to 'Heavy Rail'

Enough passenger trains were running in the late 1940s so that one could catch a train to St. Paul without too long a wait regardless of when one arrived. If we had to wait a



Light rail meets heavy rail. Selby-Lake streetcars often had their schedules interrupted at Hiawatha and Lake as the iron horse of the CMSP&P R.R. assumed the right-of-way.



The opening of the Selby Tunnel in August 1907. Brand-new car No. 1258 (or 1259) entered the west portal of the tunnel loaded with dignitaries for the downhill ride. Photos from the Bill Olsen collection.

bit, we'd have a bite to eat at the station or elsewhere nearby. We'd buy our tickets for the 10-mile train ride to downtown St. Paul for some incredibly low fare of 30 cents or so which made it competitive with TCRT's streetcar fare of 12 cents (another 12 cents was collected when you alighted after crossing the city limits).

Of course the railroad coaches were quite plush compared to the wicker rattan seats of the streetcars. Many workers commuted between cities by train on a regular basis for these and other reasons (quieter ride, express service, etc.).

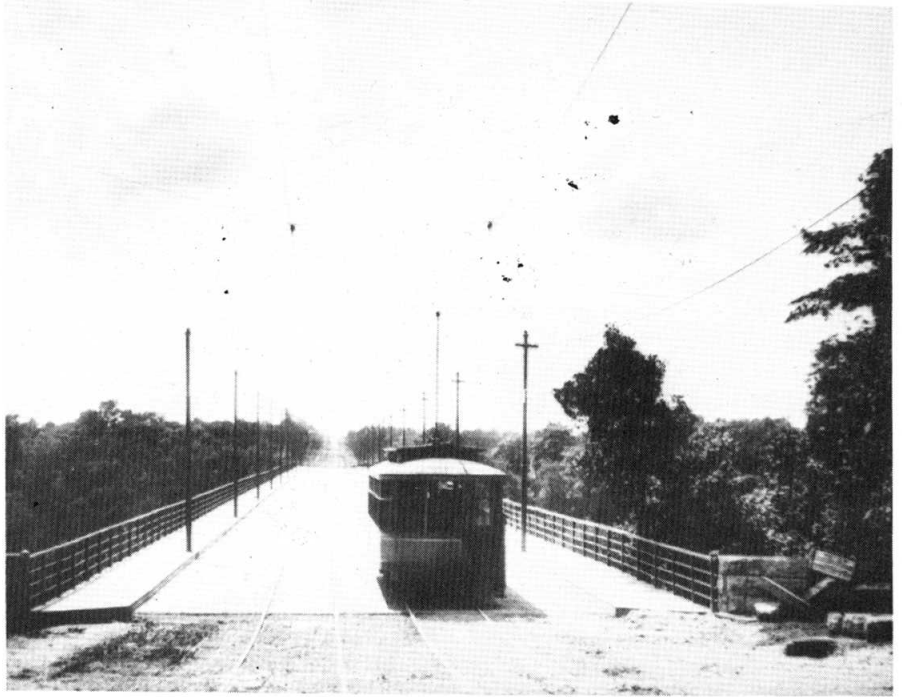
After an enjoyable ride across the Mississippi River and through various neighborhoods, we'd get off the train at Union Depot in downtown St. Paul and eat dinner at a nearby restaurant if we hadn't eaten before the ride. Then we'd go out in front of the depot and catch our old friend, the **Selby-Lake** streetcar for our return trip to Minneapolis.

Back to 'Light Rail'

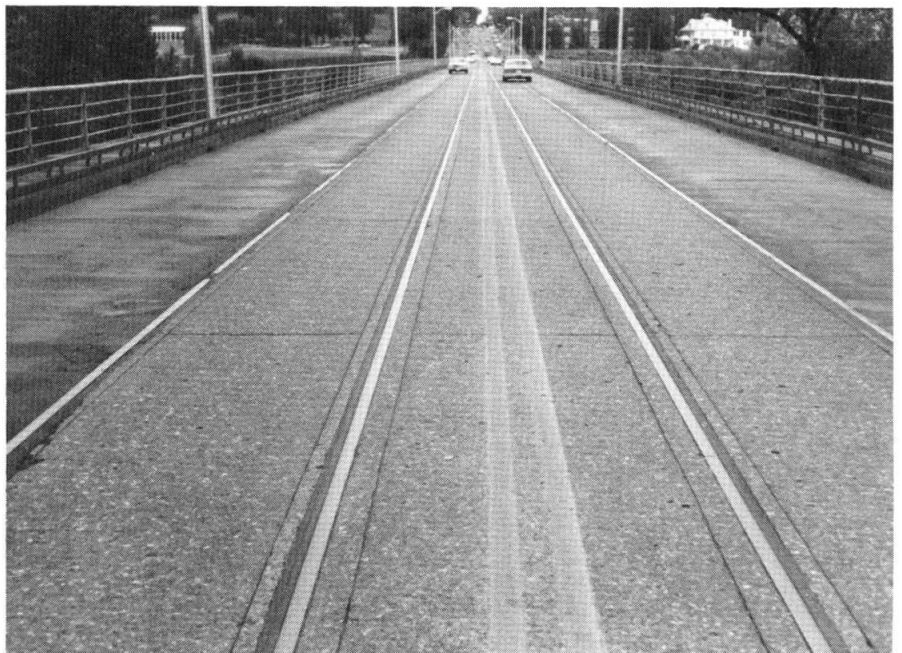
This also was an interesting segment of the line as it went up and down steep hills and through the only tunnel in town, the famous Selby Tunnel. The motorman would snap on all of the lights for our short "night ride" through the tunnel.

We'd cross the **Rice-So. St. Paul, Hamline-Cherokee, Rondo-Stryker, St. Clair-Payne, Randolph-Hazel Park, Ft. Snelling-Maria, Dale St., and Snelling Ave.** streetcar lines enroute. Finally, we'd cross the old, narrow Lake Street bridge across the Mississippi River which divides Minneapolis and St. Paul at that point. Today, four bright, shiny rails still grace the bridge, particularly the Minneapolis half (see photo).

One particularly interesting trip across the Mississippi took place during the resurfacing of the bridge. All decking had been removed leaving nothing but the relatively few skinny bridge girders and rails so that the streetcars could keep using the bridge. I remember looking out the big wide open streetcar window straight down into the murky depths of the mighty Mississippi far below. I think my fingernail marks are still in that window post somewhere.



Lake Street bridge in 1906 just after construction. View is from St. Paul looking west towards Lake Street in Minneapolis. The city limits is in the middle of the bridge. Photo from the Bill Olsen collection.



Lake Street bridge in 1981. View is from Minneapolis looking east towards Marshall Avenue in St. Paul. Vehicle tires have kept the rails highly polished since abandonment 28 years ago. Photo by Fred Rhodes.

Into Minneapolis, the car would cross the **Plymouth-E. 25th St., Minnehaha-Ft. Snelling, 34th Ave. S.-N. Washington, and 28th Ave. S.** streetcar lines before reaching our original transfer point at

Bloomington and Lake for the final leg home to 44th St. Thus, the four of us would spend a good part of a day riding the rails for a nominal sum of less than \$3. That was entertainment!

Fred Rhodes

Calendar of Events

March 16: General membership meeting at Minnesota Historical Society
April 20: Board of Directors meeting
May 18: General membership meeting at Burlington Northern
May 28: Official reopening of Como-Harriet Streetcar Line for 1982
June 1: Board of Directors meeting
June 12, Amtrak/MTM annual train to Duluth (tentative).
July 3-4, New Brighton Stockyard Days, Engine 328 and train.
July 13: Board of Directors meeting
July 17-18, Stillwater Lumberjack Days, Engine 328 and train.
August 31: Board of Directors meeting
September (date not fixed), Wayzata, Engine 328 and train.
September 11-12, Northfield, Defeat of Jesse James Days, Engine 328 and train.
September 21: General membership meeting at Minnesota Historical Society
October 2-3, Lilydale, Engine 328 and train.
October 19: Board of Directors meeting
November 16: General membership meeting at Northwestern National Life
December 7: Board of Directors meeting
January 18, 1983: Annual membership meeting and election of officers

Milling Machine Contributed

The Residential Group of Honeywell Inc. recently donated to MTM a Bridgeport-type vertical milling machine. Lewis Farr of Honeywell arranged the donation and also the movement of the heavy machine from Honeywell's Golden Valley plant to Como Shops, where our members off-loaded the truck.

The addition of the vertical mill is a very important addition to MTM's

machine shop.

Lewis Farr is most interested in MTM's activities, especially steam locomotive restoration--an interest that no doubt stems in part from his childhood on the Iron Range where his father was a master mechanic for the DM&IR Railroad.

MTM is most appreciative of this most useful and essential milling machine.



East portal of the Selby Tunnel near downtown St. Paul. Postcard from the Gary Lovegren collection.

Schedule Has Many Tentatives

This issue of the **Minnegazette** contains the Calendar of events for 1982. Meetings are definite, of course, but traction and railroad events depend upon considerable cooperation from people outside the MTM and therefore the word "tentative" is used frequently this early in the year in predicting operations for 1982.

We are confident of returning to New Brighton, the scene of 328's first 1981 triumph. The efforts of that community on our behalf last year were pivotal in bringing 328 before the public and enabling MTM to establish a reputation as a capable and responsible railroading organization.

We have been asked by citizens of Princeton, Mn., to bring 328 and excursion train to their community early in June. This effort would mean accelerating the repair program for 328, which could result in additional costs that one private party has indicated would be covered. The Princeton project is being explored.

Negotiations are underway with Stillwater concerning Lumberjack Days which, in 1981, was our second most successful weekend. Wayzata plans are still very loose as we are awaiting conferences with the BN regarding any operations on their mainline.

Northfield presents a great opportunity: The Defeat of Jesse James Days is THE major non-metropolitan-area community bash in the state, with more than 20,000 people in attendance for the weekend. We have been invited to bring 328 and train for the mid-September event, and are negotiating with the railroads for access to Northfield and also Faribault.

Thought has been given to one or two diesel operations later in the summer, and much more will be known about such endeavors by the time the next **Minnegazette** is published.

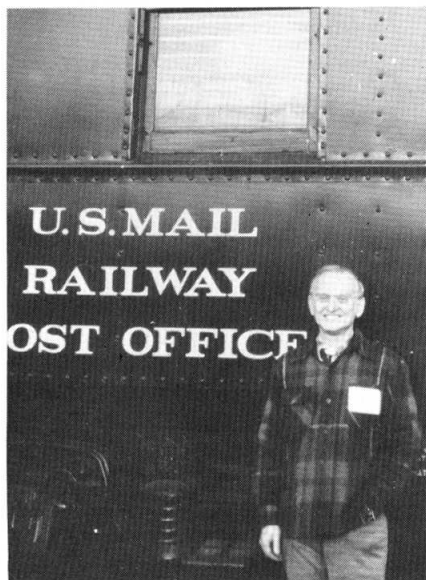
Dennis Johnson VPPR



We could have used this TCRT conveyor snow plow on our snow-choked streets during the record 17- and 19-inch snowstorms in January. TCRT photo from the MTM files.



LeRoy "Pete" Peterson directs train movements on 1,000 miles of C&NW single-track main line. Here he pressed the Mankato call button to arrange a meet between the westward Dakota Time Freight No. 495 and Extra 4151 East returning from a hard day of snow plowing.



Bill Marshall, C&NW buff and author of the Single-Track Railroading Game, stood outside the car he often staffs at exhibits, the N.P. Triple Combine car No. 1102. In particular, he provides visitors with information on the Railway Post Office (RPO) section of the car. Photo by Dennis Johnson.

Wanted: New and Old Members!

Plans are under way for the biggest operating season in the history of the MTM. And we need all of our current members and many new members to adequately staff the operations.

So if you are a current member who has not renewed your dues for 1982 or if you are a casual (or not so casual) reader of the **Minnegazette** and would like to join the action, fill out the application blank below and send it in today. You'll see why MTM drew national attention last year with its professionalism in its first year of steam operations. And we'll be training in more motormen for our streetcar operations as well. Please join us!

- ☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.
 - ☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.
 - ☐ MTM ASSOCIATE membership (\$10 per year).
- All members receive the bi-monthly **Minnegazette** magazine at their homes.
- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**
P.O. Box 1300, Hopkins, MN 55343



Minnegazette
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MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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